

Fiscal Year 2005
July 04 – June 05
CENTRAL COMMAND

SAFESTAT REPORT

Nevada Highway Patrol
Major Rick Bradley

Overview

Fiscal year 2005 encompasses the time frame from July 2004 through June 2005. During FY05, Central Command experienced a 4.6% increase in total crashes, or 61 additional crashes. Almost all of the increase can be attributed to the severe winter storms and accompanying hazardous driving conditions the Command experienced in January. During January the Command investigated 168 crashes, by far the most the Central Command has investigated during one month. This was 58 more crashes than in January 2004. Fatal crashes declined by 10.6%. This decline would have been greater had the Command not encountered 7 fatal crashes the last two weeks of June. Of the 48 persons killed in crashes, 31, or 70.5% of those were killed without the use of occupant restraints, for those crashes where restraints were applicable. This is up from the 56.4% in FY04. Driver impaired related crashes declined by almost 20%. There was a 20% increase in accidents involving commercial vehicles or 47 additional crashes. Crashes involving commercial vehicles on secondary roadways accounted for 55.6% of the total crashes in the Command. This was despite the new program implemented of training Traffic Operations personnel to conduct Level 3 inspections on commercial drivers. Traffic Operations personnel conducted 3004 Level 3 inspections resulting in 5917 violations discovered, 1780 citations issued and 368 drivers placed out of service.

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Administrative Services

Overall enforcement activity declined by 0.1% or 35 fewer violations. However, the only category that had an increase was that of hazardous moving violations, 10%. Speed violations declined by 5.8% and occupant restraint violations decreased by 5.6%. The occupant restraint violations are a great concern due to the increase in persons killed where restraints are not utilized. During FY05, the last 6 months were the highest for enforcement or occupant restraints with May and June being the two highest. Personnel are recognizing this is an issue and are addressing it accordingly. Arrests for impaired drivers prior to a crash had declined by 15%. However, the number of crashes involving impaired drivers declined almost 20%. This area still needs attention. The 3004 Level 3 inspections discussed above were not included in the overall activity and are over and above the total violations (CFR and dyed fuel citations are included, just not the inspections).

There was a decline in the total number of commercial vehicles inspected by Commercial Operations personnel by 14.6% or 1083 fewer inspections. The majority of this decline coincides with the statewide reduction in the individual inspection goals per month. With fewer inspections came fewer violations discovered and fewer citations. Also, there was greater emphasis placed on conducting Level 2 and 3 inspections rather than Level 1 inspections as driver error was causing more crashes than equipment failure. This resulted in an increase in the number of drivers placed out of service of almost 37%. Commercial personnel weighed 22.5% more vehicles, but issued 9 fewer overweight citations. With the decline in overall inspections came a decline in the number of dyed fuel inspections. Central Command Commercial personnel continued the program of directed enforcement of dyed fuel on secondary roadways. There were 2132 inspections on secondary roadways which was 34.8% of the total inspections conducted.

With the increase in crashes and maintaining the same level of enforcement, the Administrative Services sections of the Communications and Front Office have experienced increases in their respective workloads.

All Central Command personnel are to be commended for their efforts during the past 12 months.

July 8, 2005

CENTRAL COMMAND



CRASH ANALYSIS AND OVERVIEW

	Fiscal Year 05	Fiscal Year 04	% Change
Total Crashes	1400	1339	4.6%
Property Crashes [including commercial vehicles]	918	874	5.0%
Injury Crashes [including commercial vehicles]	440	418	5.3%
Fatal Crashes [including commercial vehicles]	42	47	-10.6%
DUI Crashes [DUI charged]	50	62	-19.4%
Total persons killed in fatal crashes	48	59	-18.6%
Total drivers killed without seatbelts	21	18	16.7%
Total passengers killed without seatbelts	10	13	-23.1%
Total drivers killed with seatbelts	9	12	-25.0%
Total passengers killed with seatbelts	4	12	-66.7%
Total persons killed -- seatbelts not applicable	4	4	0.0%
Total number of commercial vehicle crashes	281	234	20.1%
Property crashes involving commercial vehicle	210	161	30.4%
Injury crashes involving commercial vehicle	67	66	1.5%
Fatal crashes involving commercial vehicle	4	7	-42.9%

Percentage of fatal crashes to total crashes 3.0%

Percentage of DUI crashes to total crashes 3.6%

Percentage of persons killed *without* seatbelts to total persons killed 70.5%
Seat belts applicable

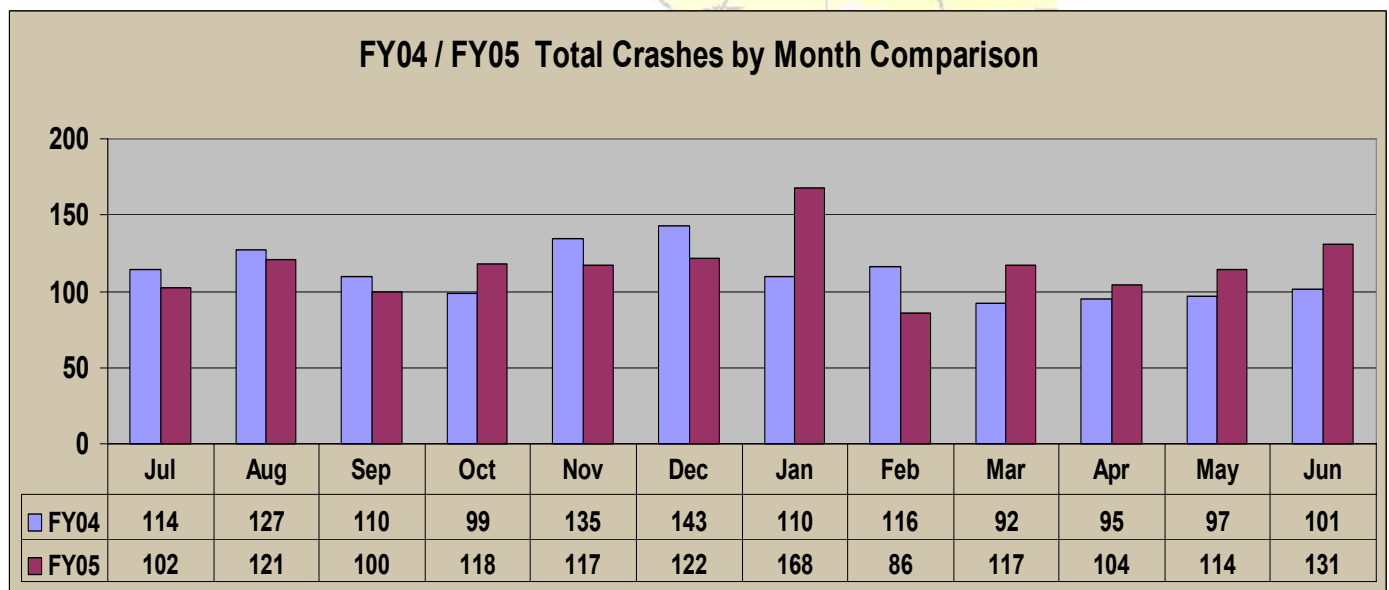
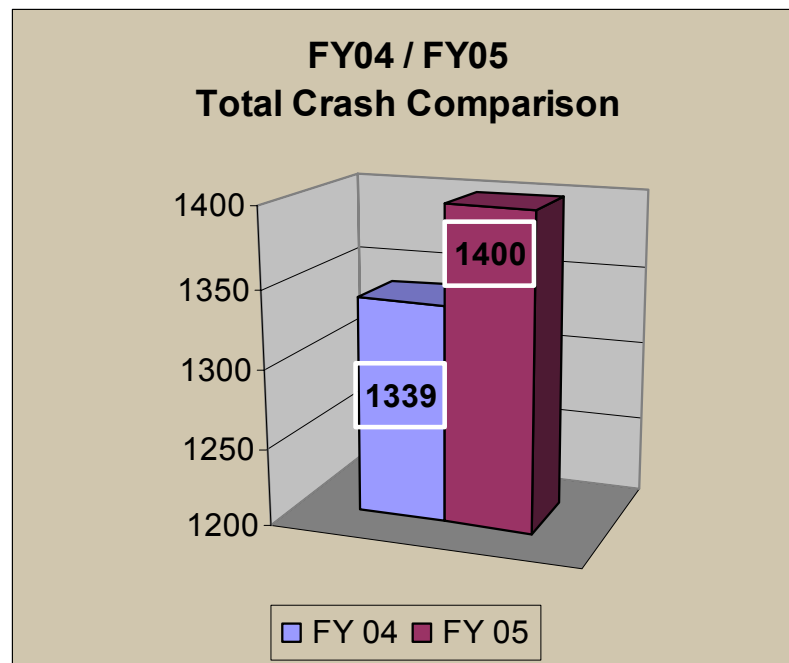
Percentage of commercial vehicle crashes to total crashes 20.1%

NARRATIVE ANALYSIS

[Narrative analysis to include trends or other applicable issues]

- ☒ Total crashes increased in FY05 by 4.6%, or 61 additional crashes. Injury and property damage crashes both increased by 5.3% and 5% respectively. The majority of the increase can be attributed to brutal winter storms during January. During January, Central Command investigated 168 crashes, by far the most the Command has ever had in one month. Severe snow storms and freezing fog made roadways treacherous for travel. This was also the highest month for commercial vehicles involved in crashes; again due to the weather.
- ☒ Fatal crashes declined by over 10%. The Command experienced 7 fatal crashes during the last two weeks of this fiscal year. Had these 7 crashes not occurred, the decline in fatal crashes would have been over 25%. The number of persons killed without using occupant restraints increased up to 70.5% in FY05 as compared to 56.4% in FY04.
- ☒ Impaired drivers involved in crashes declined almost 20%. The percentage of DUI related crashes to total crashes in FY05 was 3.6%. This is down from 4.6% in FY04. The average BAC for impaired drivers in FY05 was .16.

- ☒ The number of crashes in which a commercial vehicle was involved increased by 20% or 47 additional crashes. Some of the increase can be attributed to the severe winter weather; however, 9 of the 12 months experienced an increase in the number of commercial vehicles involved in crashes as compared to the same month in FY04. Of the 281 crashes involving commercial vehicles, the commercial vehicle driver was at fault in 58.5% of these crashes. During FY04, half of the crashes involving commercial vehicles occurred on secondary roadways versus Interstate 80. In FY05, the percentage on secondary roadways increased to 55.6%.



FIELD ENFORCEMENT ACTIVITY

	FY 05		FY 04	% Change
DUI arrests from crashes	50		62	-19.4%
DUI arrests <i>prior</i> to crashes	206		242	-14.9%
Other Arrests	1234		1284	-3.9%
Total persons arrested (DUI included)	653		705	-7.4%
Speed violations	18719		19872	-5.8%
Hazardous moving violations	2764		2508	10.2%
Occupant restraint violations *	3316		3514	-5.6%
Total violations [above violations included]	34764		34799	-0.1%
Commercial Enforcement				
Hazardous moving violations - citations/arrests	424		328	29.3%
Other traffic violations - citations/arrests	153		135	13.3%
Total safety inspections [level 1, 2, 3, 4, & 6]	6317		7400	-14.6%
Terminal inspections [level 5]	1		6	-83.3%
Total safety violations -- citation	1402		1686	-16.8%
Total safety violations -- repair order	10454		11921	-12.3%
Total vehicles placed "Out of Service"	440		506	-13.0%
Total drivers placed "Out of Service"	390		285	36.8%
Total school buses inspected	423		340	24.4%
Total school buses placed "Out of Service"	78		69	13.0%
Total trucks weighed	4097		3345	22.5%
Total overweight citations	67		76	-11.8%
Total dyed fuel inspections	6123		7035	-13.0%
Total dyed fuel citations	1		6	-83.3%

NARRATIVE ANALYSIS

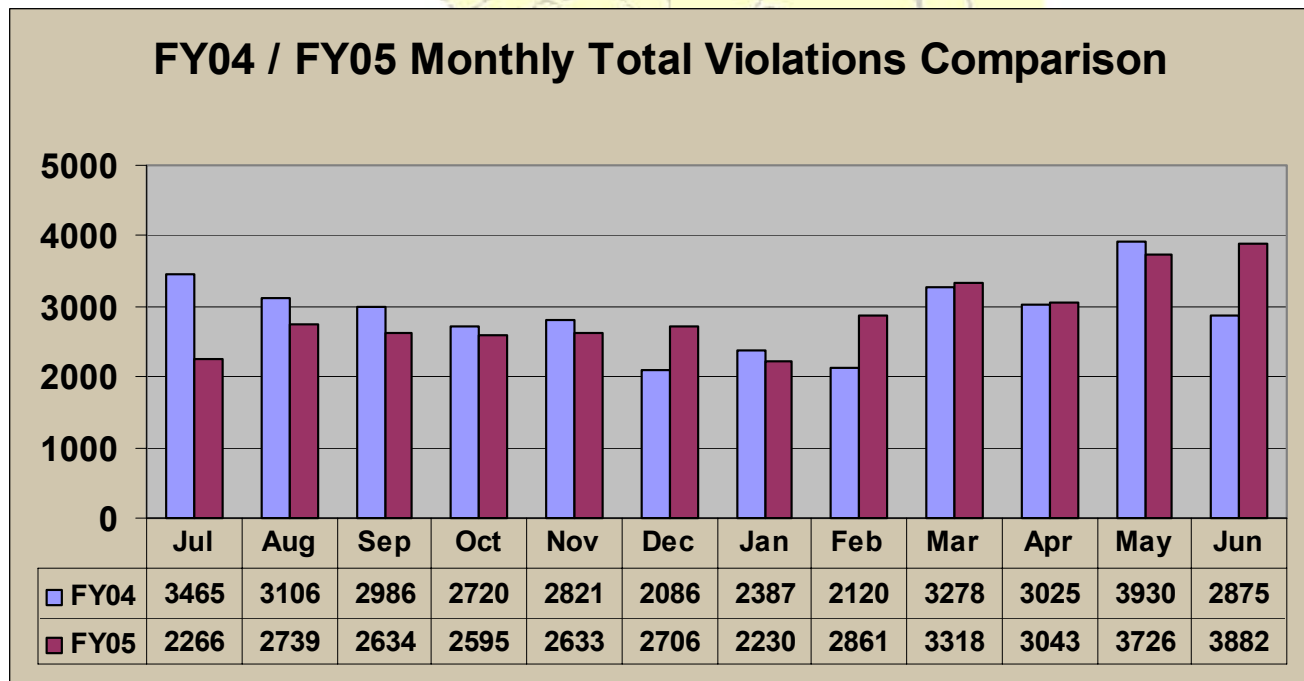
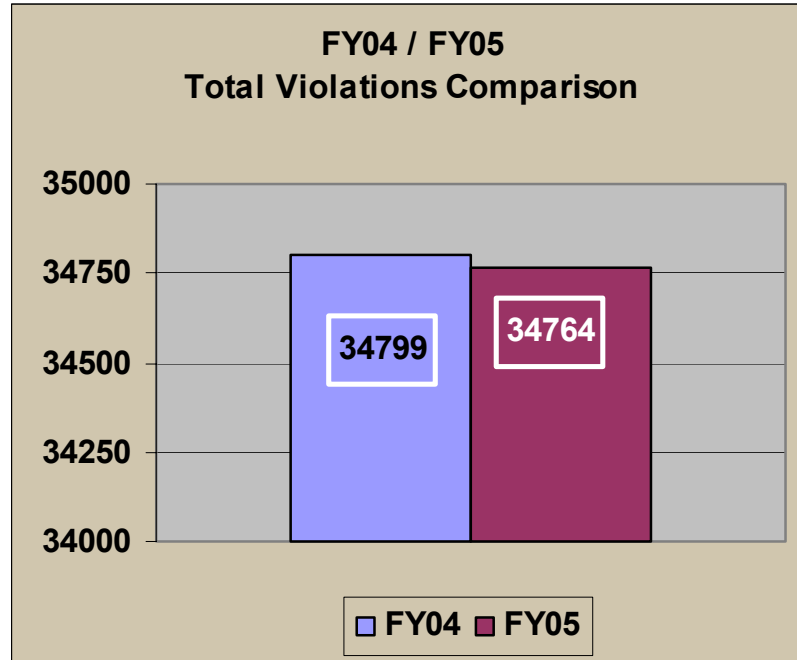
[Narrative analysis to include trends or other applicable issues]

- ☒ Overall enforcement activity declined by 0.1% or 35 fewer violations. Despite this minimal decline, all specific areas reported suffered declines except for hazardous moving violations, which increased by over 10%. Speed violations declined by almost 6% with 1153 fewer speed citations issued. Occupant restraint violations declined by 5.6%, or 198 fewer citations issued. This area needs to be addressed coupled with the increase in persons killed in crashes in which seatbelts were not utilized. The last five months of FY05 (February-June) were the highest months for occupant restraint enforcement, with May and June the two highest.
- ☒ There was a 15% decline in arrests of impaired drivers. However, the number of crashes involving impaired drivers declined almost 20%. The average BAC for persons arrested in FY05 prior to crashes was .16.
- ☒ Commercial Operations personnel increased enforcement of hazardous moving violations by over 29% and other traffic violations by 13%.

- ☒ The number of inspections conducted on commercial vehicles by Commercial Operations personnel declined by 14.6%, 1083 fewer inspections. Other than June, there has been a decline in the number of inspections conducted the last 6 months of this fiscal year when compared to the same period in FY04. This is where the majority of the decline occurs. This coincides with the readjustment of individual inspection goals per month. The adjustment was downward. This adjustment was done on a statewide basis. With the fewer inspections conducted came fewer violations discovered and fewer citations issued. The number of commercial vehicles placed out of service declined. This was expected as the emphasis was placed on conducting more Level 2 and 3 inspections, as driver errors were causing more crashes than equipment failures. With the new emphasis on drivers came an increase in the number of drivers placed out of service; almost a 37% increase.
- ☒ The number of school buses inspected increased. However the percentage that was out of service declined when compared to FY04.
- ☒ The number of vehicles weighed increased by 22.5%. Despite weighing 752 more vehicles, the number of overweight citations issued declined by 9. Vehicles weighed on Interstate 80 accounted for 45.9% of the total vehicles weighed while the remaining 54.1% were weighed on secondary roadways during 2838 hours of directed weighing activity.
- ☒ With fewer commercial vehicles inspected there was a corresponding drop in the number of dyed fuel inspections. Of the 6123 dyed fuel inspections, 2132 or 34.8% were conducted on secondary roadways during 1684 hours of directed enforcement time. Only one dyed fuel violations was discovered by commercial personnel during these 6123 inspections.
- ☒ Fiscal Year 05 began a new program for Traffic Operations Personnel relating to the inspection of commercial vehicles. All traffic personnel were trained and certified to conduct Level 3 inspections of commercial vehicle drivers and their required documents. Training was still being conducted during the first few months of FY05. This program proved to be more widely accepted than was anticipated. During FY05, traffic personnel conducted 3004 Level 3 inspections, discovering 5917 violations, issuing 1780 citations for CFR driver related violations and placing 368 drivers out of service. Traffic personnel also conducted 1922 dyed fuel inspections and discovered 3 dyed fuel violations. In the above enforcement table indicating "Total violations" only the CFR violations and dyed fuel violation citations are included. The 3004 Level 3 inspections are not. Traffic Operations personnel were able to maintain the same level of overall enforcement relating to arrests and citations while conducting these commercial inspections over and above this activity.

Commercial Activity [TRAFFIC PERSONNEL ONLY] FY05					
Level 2/3 Inspections	Safety Violations Citation	Safety Violations Repair Order	Drivers Placed "Out of Service"	Dyed Fuel Inspections	Dyed Fuel Citations
#	#	#	#	#	#
3004	1780	5917	368	1922	3

This program was not initiated until June 2004; therefore no comparison to FY04 can be done.



ADMINISTRATIVE SERVICES

ADMINISTRATIVE SERVICES	Fiscal Year 05	Fiscal Year 04	% Change
COMMUNICATION CENTER			
Radio Transmissions	896,186	903,544	-0.8%
CAD incidents	112,820	87,443	29.0%
Telephone Calls	*102,501	N/A	#VALUE!
Call Box Incidents	**105	N/A	#VALUE!
FRONT OFFICE			
Accident Reports Processed	1272	1090	16.7%
Arrest Reports Processed	621	643	-3.4%
Incident / Officer Reports Processed	180	149	20.8%
COURT / WARRANT			
Warrants Received	2362	N/A	#VALUE!
Warrants Entered	3338	2696	23.8%
Warrants Cleared	2731	2049	33.3%
Warrants Validated	24,509	18,549	32.1%
Extradition / Transports	40	N/A	#VALUE!
EVIDENCE			
New Cases Submitted	416	446	-6.7%
New Items Submitted	1808	1808	0.0%
Items Disposed	1759	1724	2.0%
CONTRACT SERVICE			
Contracts / Escorts	137	73	87.7%
Overtime Hours	6427.75	3453.5	86.1%
Total Funds	366,782	198,037	85.2%

*Oct 04 - June 05

**May 05 - June 05

NARRATIVE ANALYSIS*[Narrative analysis to include trends or other applicable issues]*

- ☒ In the Communications Center there was a minimal decline in the number of radio transmission of only 0.8%. This is despite a 29% increase in the number of CAD incidents generated. Telephone call figures were only available from October 2004 through June 2005 and could not be compared to FY04. Call Box Incidents are only from May and June 2005. The call boxes are installed only at the Beowawe rest area and became active in May.
- ☒ The Front Office personnel processed 10% greater volume of reports in FY05 than in FY04. The greatest number increase was in the number of accident reports processed, 182.

- ☒ Court Services began to track the number of incoming warrants received during FY05. With the increase in the number of warrants entered, it can be assumed that the number of warrants received also had a corresponding increase. The number of warrants cleared as well as the number of warrants validated increased by about 1/3.
- ☒ There was a slight decline in the number of new cases submitted to evidence, 30 fewer cases for a 6.7% decline. Even with fewer cases submitted, the number of new items submitted was the same as FY04, so the average number of items per case increased slightly. The number of items disposed of increased only slightly, 25 items.
- ☒ The volume of contract service escorts performed increased dramatically. This coincides with the revitalization and expansion of gold mines in Northeastern Nevada.



Nevada Highway Patrol

Central Command

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